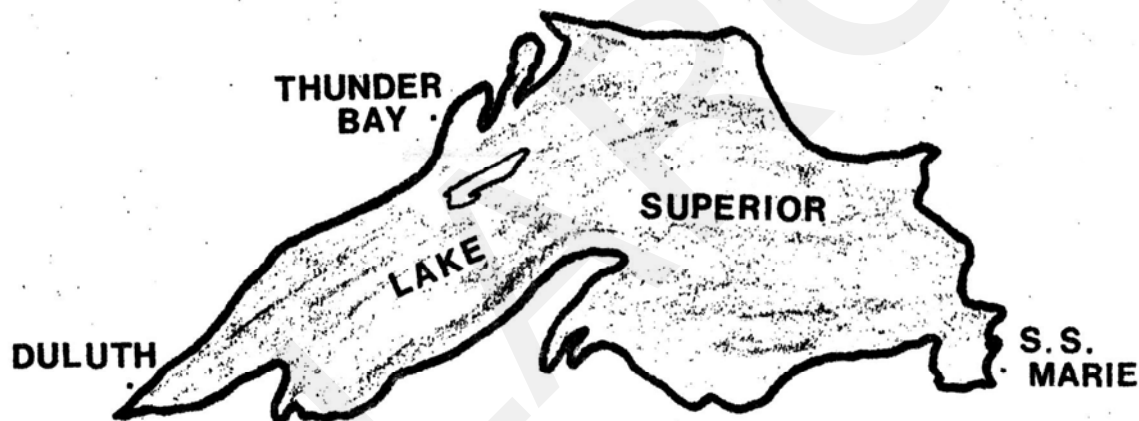


MAR - - 1988

HI-Q

LAKEHEAD AMATEUR RADIO CLUB BULLETIN



REPEATERS

TBR 146.82

YQT 147.06

CLUB STATION

VE3FW

FOUNDED 1934

INCORPORATED 1979

THE NEXT MEETING OF THE L.A.R.C. WILL BE HELD MARCH 10, 1988 AT THE E.M.O. BUILDING, CORNER OF WATERLOO AND VICTORIA AVE. AT 7:30 P.M.

THE PREZ SEZ

Hello to everyone and it is with great pleasure that I sit down and write this letter. The members of the Lakehead Amateur Radio Club should be proud of our outstanding performance in providing communications for the Jeep International 500 Snowmobile Race which runs from Thunder Bay to Minniapolis.

The race which took place on Saturday January 23rd. went off without incidents as far as the communications goes. We had a few minor problems of operators not being able to find their check points but by race time everything had fallen into place. Any other confusion throughout the race was the end result of the Race Organizers not being able to give us information when needed.

In all, we had 25 operators out to help and one student from the code and theory classes. It was really nice to see the way this club can work together when it wants to and the excellent work we can accomplish. The L.A.R.C. provided constant communications from the race start Marina Park to Grand Marais, Minnesota. We also had communications on the route with myself running the trail with the sweepers on snowmachines. And here is how we did it:

CANADIAN SIDE- checkpoint 2-VE3OTZ, 3-VE3JQ, 4-VE3ZG, 5-VE3ILX, 6-VE3AVS, 7-VE3KRD, 8-VE3OTC, 9-VE3CX, 10-(Fuel Stop)-VE3KRN & LMJ, Checkpoint Centre-VE3OPI & VE3CAP, 11-VE3MOE, 12-VE3JAU, 13-VE3ILV, 14-VE3LMV

U.S.A. SIDE Grand Portage Lodge-VE3JAJ & VE3KRH, Devils Track Lake - VE3OTI & VE3PHN, Grand Marais, Minn.-VE3XJ & VE3ECV (VE3ZG did double duty by finishing at checkpoint 4 and then driving up to Grand Marais to help VE3XJ & VE3ECV)

CONTROL CENTRE-Ramada Inn-VE3SNW, VE3TIRE & student Nestor Procup-VE3???

On the snowmachine was myself - VE3JSC

In Thunder Bay to operate 75M to Bill-VE3XJ at Grand Marais we had VE3CK. As spare and alternate operators we had VE3KRV, VE3XT & VE3HFS.

At the Ramada Inn we had a 15 Element 2M beam on the roof, (borrowed from VE3OTI and set up by VE3SNW & VE3OTC. That sure was a cold job on that roof). We were all set to use the Calumet Repeater on 147.33 in Calumet Mich. We had a nice signal into it using 100W 2M multi-mode with the 15 Element beam on the roof to work our U.S. checkpoints, but when race day arrived our boys on the U.S. side could not work it, even though it was only a hop across Lake Superior from Grand Portage and Grand Marais to the Calumet Repeater.

So here is how it worked out. VE3JAJ at Grand Portage Lodge worked into VE3YQT and John VE3OTI at Devils Track Lake, just Northwest of Grand Marais worked into VE3YQT as well. (That is in excess of 100 miles south of here. John was running 160 watts into a 15 element 2M beam.)

VE3OTI ran simplex to Bill VE3XJ in Grand Marais to complete the path. We also had VE3JAU at checkpoint 12 working Bill in Grand Marais on 75M. Gary VE3CK had difficulty working Bill from Grand Marais but he was set up to patch from 75M to YQT or 75M to Ramada Inn on his phone patch if conditions had been better.

Myself, I had my 50 Watt mobile in a pack-sack with a ground plane antenna on the snowmobile. This worked out well but I must say it was cold out there. I did not have to run the trail on snowmobile on the U.S. side as planned because the Minn. State Police used their helicopter and reported to John VE3OTI at Devils Track lake. This made things a lot easier and quicker.

If the race is held again next year it would be beneficial to have an organizing meeting with all the operators prior to the race. We thought of doing that this year at our January meeting but most of the operators who were involved in the race were not present.

All in all we did a great job and I would like to thank everyone who was involved in the race for helping out. I would also like to say that Paul Drombolis, Public Affairs Manager for the city of T.B. and Bruce Andrews the race co-ordinator here, commented that we should not call ourselves Amateurs because the job we did was that of a group of Professionals. A job well done by all and thanks again.

James - VE3JSC

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REPEATERS

The commercial autopatch we purchased for YQT is still being worked on by Laurie - VE3BCD. We had a problem with the 6MHZ clock in the patch locking up our Motrac VHF link receiver because it has a 12 MHZ IF. Bill VE3XJ donated a Standard VHF mobile with a 10.7 MHZ IF and it is crystallized and ready to go. Once Laurie installs the tone decoder the entire unit can be installed in a cabinet and mounted and wired to the autopatch cabinet which is in his basement tied into the phone line. The Motrac receiver off of the link will then be used to VE3TBR as we already have a crystal for it. We also have a replacement transmitter for VE3TBR. So once we get link on YQT finished we will work on upgrading TBR.

James - VE3JSC

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Anyone interested in helping with the Sibley Ski Tour can contact John Erskine - VE3OTC either on 2M or at home 767-9515. John is co-ordinating the communications for this event. Thanks should also go out to John-OTC for arranging the tour of the Coast Guard Radio Station VBA on the Feb. meeting night.

FINANCIAL STATEMENT FOR THE MONTH OF JANUARY

| | | |
|--|-----------|-------------------|
| OPENING BALANCE | | \$3,106.83 |
| Revenue - Dues | \$ 35.00 | |
| Expenses-Hi-Q Gestetner, Stamps, misc. | 99.84 | |
| T.B. Tele. (+ long Distance) | 90.74 | |
| Long distance charges for VE3YQT Patch | 47.24 | |
| Dial Restrict (in Canadian Funds) | 92.50 | |
| I-500, connectors & cords | 23.33 | |
| TOTAL EXPENSES | \$353.65 | |
| DIFFERENCE | -\$318.65 | |
| NEW BALANCE | | <u>\$2,788.18</u> |

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MINUTES OF GENERAL MEETING FEBRUARY 11, 1988

Meeting called to order at 7:43 P.M.

- correspondence was read
- financial statement was read
- motion to accept financial statement by EFC seconded by XJ motion carried.

OLD BUSINESS

- video tape order was put on hold till new copies available
- Jeep 500 communications went well
- YQT auto-patch will be up and running soon.

NEW BUSINESS

The following motion was made by SNW: Whereas the L.A.R.C. is involved with many 2 meter events such as various runs and races, and in the interest of adding 2 meter capabilities to the club station as well as packet, the club should purchase a 2 meter all mode radio, namely an Icom 271A and preamp presently available from Atlantic Ham Radio for the sum of \$1,050.00.

- seconded by JAU
- motion was NOT carried
- OTC, SNW & NHX will research the needs of the club station
- MOE won the attendance prize (halogen flashlight)
- 50/50 draw not available
- motion to close meeting by SNW seconded by JSC, carried at 8:27

A major portion of the attending membership attended a tour of the Coast Guard operating station in the North Ward Post Office building.
Thanks to OTC for setting this tour up.

UR QTH IN CALLBOOK???

Up to now the D.O.C. was the basic source of information which could provide complete addresses of all Canadian Amateurs. Now that has all changed. Because of the Canada Privacy Act, the D.O.C. will treat names and addresses as personal information. These addresses will not be forwarded for the various callbooks that are available.

Therefore, any amateur who recently got his ticket and is not in (say the 1988) callbook will have to submit his name, call and QTH to the callbook Dis. on his own accord. The D.O.C. will not do so. There are 2 possible ways of doing this:

A) The CRRL is now compiling a new Canadian Amateur Call Directory. If you choose to do it this way then write to: Canadian Amateur Call Directory
P.O. Box 56
ARVA, Ont., NOM 1C0

B) or you write to the "Flying Horse".
Radio Amateur Callbook Inc.,
Dept. A, Box 247,
925 Sherwood Dr.
LAKE BLUFF, Ill 60044

Which ever way you choose to do it, do it quickly if you want to be included. For instance, the new Canadian Amateur Call Directory is suppose to be published this spring. So you can see that speed is the essence here. You don't have much time to write that letter.

All licensed amateurs who are now listed in the callbook (Flying Horse) from Illinois will be (with your permission) in this new call Directory.

I would recommend that you write a letter to each of the addresses above. This will assure you that your call & QTH will be in both the Canadian Call Directory and the Familiar "Flying Horse" call book.

I hope this letter was useful for all concerned.

Submitted by: John Kuzma VE3PHL

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FOR SALE

PK 64 TNC complete with cables, software and power adapter. Modes include VHF & HF Packet, HF-RTTY, Baudot, Amtor, ASCII and Morse. \$225.00

Contact James VE3JSC on 2M or at 767-0098 after 5 P.M.

CALLING A "SCANNER"

If you have a VHF/UHF Rig that can scan, you may be familiar with the complaint, "I couldn't reach you all afternoon" when in fact you were on all day, or, maybe you have heard, "PFFT...mobile monitoring". Not useful to you at all unless you recognize the voice. Face it, Thunder Bay has entered the Big Leagues and has four 2M repeaters, not to mention the U.S. 7.33 & 6.88 machines and 52 & 94 simplex frequencies. More and more people use multi-memory equipment as well.

What can we do? In Halifax where many of the repeaters "sound" the same, some folk will call the person twice and then state the machine that their calling on ie "VE1FQ, VE3OTC mobile 1 on 7.15" (on DAR). This type of practice is used frequently on Marine VHF and has been heard in use by our U.S. neighbours on 7.33 and 6.88. Alternately one might key up the machine and after it ID's, which will usually lock up anyone's scanning function, one then will ID and for the benefit of those not looking at their scanning receiver state what repeater they're listening to, ie "VE3OTC listening (monitoring) 6.85" or NZ.

Locally one can key up the repeater and I.D. after YQT's ID for example or after any machine's tail. Calling someone else after a repeater ID's and/or calling someone twice should work well in that situation. Then maybe we'll have better communication instead of "PFFT...Mobile", which is the whole idea.

Submitted by VE3OTC - John Erskine

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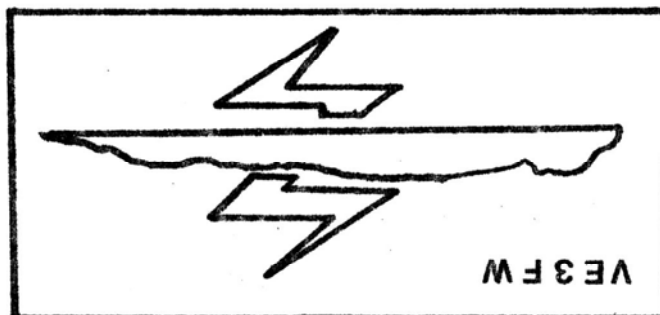
NOTE: Special thanks go out to the following people who gave their time to come and help put this months edition of Hi-Q out:

Ed - VE3KRP, Tom - VE3CX and Don - VE3CAP

Co-Editors VE3KRH & VE3OPI

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LARC
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Thunder Bay, Ontario P7B 5H7

H1-Q

FIRST CLASS